

RTIP ID# 46460				
TCWG Consideration Date June 24, 2008				
Project Description <p>The Riverside County Transportation Department (RCTD), in cooperation with the California Department of Transportation (Department), proposes to improve 12.1 kilometers (7.4 miles) of State Route 79 (SR 79) between Thompson Road and Domenigoni Parkway (kilometer post [KP] R13.5/R25.6 [post mile (PM) R8.4/R15.8]) in an unincorporated area of Riverside County, north of the city of Murrieta. The northern end of the proposed Project is approximately 7.1 km (4.4 mi) east of Interstate 215 (I-215); the southern end is about 4.5 km (2.8 mi) east of I-215. The Department is the lead agency under the California Environmental Quality Act (CEQA), while the RCTD is the responsible agency under CEQA. The Department has also assumed responsibility to be the lead agency under the National Environmental Protection Act (NEPA), pursuant to the Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users NEPA Pilot Program Memorandum of Understanding (Section 6005 MOU). Project construction is funded by a combination of local, state, and federal funds. The proposed Project is intended to provide a widened roadway with a 10-year life to meet traffic needs through 2021 until the ultimate project can be developed and funded.</p> <p>SR 79 (known locally as Winchester Road) is a conventional highway and would be widened from two to four-lanes. The project includes measures to improve traffic flow on SR 79 including intersection improvements and signalization, and removing/revising private driveways. In addition to the No-Build Alternative, three Build Alternatives are under consideration. The Build Alternatives differ only in very minor alignment shifts that result in varying amounts of right of way required and effects on utility relocations. As such, for air quality analysis purposes, there is no difference between alternatives. This is an interim project to meet traffic needs through 2021. The intent is to provide a widened roadway with a 10-year life, until the ultimate project can be developed and funded.</p>				
Type of Project <i>(use Table 1 on instruction sheet)</i> Change to an existing state highway				
County Riverside	Narrative Location/Route & Postmiles State Route 79/ Postmile R8.5/R15.9 Caltrans Projects – EA# 46460			
Lead Agency: California Department of Transportation				
Contact Person Tony Louka	Phone# 909-383-6385	Fax#	Email Tony_louka@dot.ca.gov	
Hot Spot Pollutant of Concern <i>(check one or both)</i> PM2.5 X PM10 X				
Federal Action for which Project-Level PM Conformity is Needed <i>(check appropriate box)</i>				
Categorical Exclusion (NEPA)	X EA or Draft EIS	FONSI or Final EIS	PS&E or Construction	Other
Scheduled Date of Federal Action: December 2008				
NEPA Delegation – Project Type <i>(check appropriate box)</i>				
Exempt		Section 6004 –		X Section 6005

	Categorical Exemption	– Non-Categorical Exemption		
Current Programming Dates <i>(as appropriate)</i>				
	PE/Environmental	ENG	ROW	CON
Start	FY 04/05	FY 04/05	FY 07/08	FY 08/09
End	FY 07/08	FY 07/08	FY 08/09	FY 09/10
Project Purpose and Need (Summary): <i>(attach additional sheets as necessary)</i> Purpose - To provide an improved SR 79 between Thompson Road and Domenigoni Parkway that will increase capacity to facilitate the movement of people and goods for the planning year of 2021, enhance safety, and ensure consistency with other proposed improvements to SR 79. The selected project alternative will: <ul style="list-style-type: none"> • Relieve congestion • Improve safety • Provide consistency with other adjacent proposed improvements to SR 79 Need – The segment of SR 79 between Thompson Road and Domenigoni Parkway does not provide an adequate north-south transportation facility for the movement of people and goods. Deficiencies include: <ul style="list-style-type: none"> • Inadequate capacity to accommodate both local and regional travel demand with existing and projected growth • Accident rate above statewide average for similar facilities • Numerous direct access points onto SR 79 contribute to traffic conflicts • Improvements to adjoining portions of SR 79 would exacerbate the existing deficiencies 				
Surrounding Land Use/Traffic Generators <i>(especially effect on diesel traffic)</i> Current land use consists of a mixture of residential/commercial, open space, and agriculture. However, open space and agricultural uses are rapidly being displaced by residential/commercial and some light industrial uses. Existing and projected commuter traffic in this area, coupled with increasing intraregional travel as the area develops, are the primary traffic generators in the project vicinity and surrounding area.				

Opening Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

Traffic counts from 2002 are an ADT of 19,000 to 23,000. Based on the horizon year traffic forecasts, opening year (assumed to be 2011) volumes will be 25,000 to 30,000 depending on the location along the corridor (volumes are highest just south of Domenigoni). Existing trucks are 7 percent of daily traffic, which corresponds to 1,800 to 2,100 trucks per day in the opening year.

Table 1 presents the opening year Build and No Build LOS for intersections that would be influenced by the future configuration of SR79 between Thompson Road and Domenigoni Parkway in the year 2011. For all the intersections analyzed, the LOS would improve for the Build Alternative when compared to the No Build Alternative. For the Build Alternative, all intersections analyzed would operate at LOS D or better.

Table 1 - Opening Year Build and No Build LOS (2011 Peak LOS)

Intersection	Build LOS	No Build LOS
Thompson Road	D	F
Pourroy Road	B	F
Pourroy Road/Abelia Street	A	F
Scott Road/Washington Road	B	F
Garbani Road	A	NA
Holland Road	C	NA
Construction Road	A	F
Newport Road	C	NA
Domenigoni Parkway	C	D

NA = Not applicable, intersection would not be signalized under the no-build alternative.

Reference: CH2M HILL Calculations.

Table 2 presents the vehicle and truck AADT for a section of SR79 that would include the proposed Project.

Table 2 - AADT for Year 2002

Location	Traffic AADT	Truck AADT
Thompson to Algarve	19,000	1,330
Algarve to Pourroy	19,000	1,330
Pourroy to Keller	19,000	1,330
Keller to Scott	19,000	1,330
Scott to Garbani	22,000	1,540
Garbani to Holland	22,000	1,540
Holland to Construction	23,000	1,610
Construction to Newport	23,000	1,610
Newport to Patton	23,000	1,610
Patton to Domenigoni	23,000	1,610

Source: "Caltrans District 8 On-Call Traffic Analysis, Task Order 4, SR 79 from Domenigoni Parkway to Hunter Road, Riverside County," TransCore and Parsons Brinckerhoff Quade & Douglas, August 2002

Truck AADT = 7%

RTP Horizon Year / Design Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

The analysis horizon year is 2021 (10-year facility). Forecast peak hour volumes are 1,900 to 2,600 (AM southbound) and 2,000 to 3,000 (PM northbound). The facility AADT is 50,000 to 61,000 vehicles/day. Level of service was analyzed for intersections, with expected Build LOS of D or better for individual intersections except at Thompson Road (LOS F) and Domenigoni Parkway (LOS E). For the No Build, these intersections would operate at LOS F with only one through lane in each direction. Existing trucks are 7 percent of total traffic, which corresponds to 3,500 to 4,300 trucks per day in the analysis horizon year.

Table 3 presents the opening year Build and No Build LOS for intersections that would be influenced by the future configuration of SR79 between Thompson Road and Domenigoni Parkway. For all the intersections analyzed, the LOS would improve or would be the same for the Build Alternative when compared to the No Build Alternative.

Table 3 – Horizon Year Build and No Build LOS (2021 Peak LOS)

Intersection	Build LOS	No Build LOS
Thompson Road	F	F
Pourroy Road	D	F
Pourroy Road/Abelia Street	D	F
Scott Road/Washington Road	C	F
Garbani Road	B	NA
Holland Road	D	NA
Construction Road	B	F
Newport Road	D	NA
Domenigoni Parkway	E	F

NA = Not applicable, intersection would not be signalized under the no-build alternative.

Reference: CH2M HILL, Traffic Analysis for SR-79 from Thompson Road to Domenigoni Parkway, Final Traffic Report, April, 2008.

Table 4 presents the vehicle and truck AADT for a section of SR79 that would include the proposed Project.

Table 4 – AADT For Year 2021

Location	Traffic AADT	Truck AADT
Thompson to Algarve	50,000	3,500
Algarve to Pourroy	50,000	3,500
Pourroy to Keller	50,000	3,500
Keller to Scott	50,000	3,500
Scott to Garbani	58,000	4,100
Garbani to Holland	58,000	4,100
Holland to Construction	58,000	4,100
Construction to Newport	61,000	4,300
Newport to Patton	61,000	4,300
Patton to Domenigoni	61,000	4,300

Source: 2018 AADT from "Caltrans District 8 On-Call Traffic Analysis, Task Order 4, SR 79 from Domenigoni Parkway to Hunter Road, Riverside County," TransCore and Parsons Brinckerhoff Quade & Douglas, August 2002. Extrapolated to 2021, CH2M HILL calculations.

Truck AADT = 7%

Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

Not applicable to this project.

RTP Horizon Year / Design Year: If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

Not applicable to this project.

Describe potential traffic redistribution effects of congestion relief (*impact on other facilities*)

SR 79 is the only continuous north-south facility east of I-215 and west of the San Jacinto Mountains in rapidly growing southwestern Riverside County. SR 79 also links I-215 to I-10 in Beaumont. The proposed project would have little effect on traffic redistribution on other transportation facilities; however, it will provide for improved north-south traffic flow within the project limits.

Comments/Explanation/Details *(attach additional sheets as necessary)*

The proposed Project is intended improve traffic flow and reduce congestion in the area and the project is located in an area designated nonattainment for both PM₁₀ and PM_{2.5}. However, the proposed project would not be a project of air quality concern per 40 CFR 93.123(b)(1)(i) and (ii), for the following reasons:

1. The proposed project is not a new highway or expressway that serves a significant volume of diesel truck traffic. As shown above, the AADT would be less than 125,000 and the truck AADT would be less than 8% (7%) of the total AADT.
2. The project does not include highway facility improvements to connect a highway to a major freight, bus, or intermodal terminal.
3. The project would not affect a congested intersection that has a significant increase in the number of diesel trucks. As shown above, the LOS for intersections affected by the project will improve compared to the No Build scenario.
4. The project would not involve a significant increase in the number of diesel transit buses or diesel trucks.

Per 40 CFR 93.123(b)(1)(i), the project should be considered “not of air quality concern” because the project is intended to serve mainly gasoline fueled vehicles and improves LOS at congested intersections.